



State of Wisconsin • DEPARTMENT OF REVENUE

DIVISION OF STATE AND LOCAL FINANCE • BUREAU OF PROPERTY TAX • MANUFACTURING & UTILITY SECTION •
2135 Rimrock Road • MS 6-97 • P.O. Box 8971 •
Madison, WI 53708-8971

December 2005

TO: Air Carriers

FROM: WI Department of Revenue
Bonnie Rongstad

RE: 2006 Annual Reports

Your 2006 Air Carrier Annual Report, Form AC-001 is on the web at <http://www.dor.state.wi.us/ust/index>. Click on Air Carrier, **we will not be mailing forms directly to you.**

One completed copy is due to this Department on or before May 1, 2006. A 30-day extension for filing may be requested, by going to <http://www.dor.state.wi.us/ust/air> and applying for an extension, provided the request is received before the due date. Section 76.04 of the Wisconsin Statutes requires imposition of a \$250 non-contestable penalty for any report filed more than 15 days after the due date, and \$250 for each subsequent month or part thereof, that failure to file continues.

Please refer to the specific instructions for the preparation of Form AC-001 and examples of how originating revenues and tonnage are assigned to Wisconsin. These examples are designed to assist new air carriers in reporting correctly and to clarify our long-standing policy of administering those portions of the allocation factor.

Effective January 1, 2001, the property of an air carrier company with a hub facility in this state is not taxable under Chapter 76 of the Wisconsin Statutes. "Hub facility" is defined as follows:

- a. A facility at an airport from which an air carrier company operated at least 45 common carrier departing flights each weekday in the prior year and from which it transported passengers to at least 15 nonstop destinations, as defined by rule by the department of revenue, or transported cargo to nonstop destinations, as defined by rule by the department of revenue.
- b. An airport or any combination of airports in this state from which an air carrier company cumulatively operated at least 20 common carrier departing flights each weekday in the prior year, if the air carrier company's headquarters, as defined by rule by the department of revenue, is in this state.

Air carrier companies that meet either of these definitions should submit flight records for the calendar year 2005, which support their claim for exemption.

Note that the Annual Report and the additional information required by the Department of Revenue in this letter are mandatory under authority of sec. 76.04, Stats. If you refuse or neglect to report applicable information as requested above, your company shall be estopped to question the value as determined by the Department of Revenue pursuant to sec. 76.05 Stats.

Section 76.30 of the Wisconsin Statutes provides for confidentiality of all information provided by your Company. Instructions for the estimated payment will be sent to you from the Wisconsin Department of Revenue prior to the installment due date of May 10.

If you have any questions please contact us at:

TEL: (608) 266-8162 FAX: (608) 264-6887 EMAIL utility@dor.state.wi.us

**AIR CARRIER
ANNUAL REPORT
OF**

A/C File No. _____
Year _____

Name _____

Principal Office _____

For the Year Ended _____

**TO
Wisconsin Department
of Revenue**

DO NOT ROLL OR FOLD

THE PENALTY FOR FILING THIS REPORT AFTER MAY 1, IS \$250 PER MONTH

GENERAL RULES FOR REPORTING

1. In filling out this report, use ink or typewriter. When additional space is required, bind inserted pages in this report.
2. The report should be completed in all particulars. If any schedule is inapplicable so far as the respondent is concerned, the words "not applicable" should be inserted therein. If, however, the information called for in the schedule is applicable, it should be fully reported or else definite reasons given for such omission.
3. All negative amounts should be in parenthesis, or otherwise clearly designated.
4. This report is due on or before May 1. The penalty for filing after this date is \$250 per month. An extension of time for filing not to exceed 30 days may be had without penalty only upon written request for same made before May 1.
5. A copy of the Annual Report to Stockholders should be filed with this report or as soon as available thereafter.

REPORT OF FINANCIAL AND OPERATING STATISTICS FOR SCHEDULED AIR CARRIERS

Year ended _____, 20 _____

(Full name of reporting company)

(FEIN Number)

Forms and related **publications**
are available on our website at
<http://www.dor.state.wi.us>

CERTIFICATION

I, the undersigned _____
(Title of officer in charge of accounts)

of the _____
(Full name of reporting company))

do certify that this report and all schedules and supporting documents which are submitted herewith or have been submitted heretofore as parts of this report filed for the above indicated period have been prepared under my direction; that I have carefully examined them and declare that they correctly reflect the accounts and records of the company, and to the best of my knowledge and belief are a complete and accurate statement, after adjustments to reflect full accruals, of the operating revenues and expenses, income items, assets, liabilities, capital, surplus, and operating statistics for the periods reported in the several schedules; and that the data contained herein are reported on a basis consistent with that of the preceding report except as specifically noted in explanations accompanying the financial and statistical statements.

(Signature)

Date _____, 20 _____

(Post Office Address)

Address all correspondence concerning this report to:

(Name)

(Street)

(City)

(State)

(Zip)

(Telephone)

(Fax)

(Email)

Name of person who shall receive notice of assessment:

(Name)

(Street)

(City)

(State)

(Zip)

(Telephone)

(Fax)

(Email)

Name of person to whom tax billing shall be sent:

(Name)

(Street)

(City)

(State)

(Zip)

(Telephone)

(Fax)

(Email)

Name of person to whom next year's report shall be sent:

(Name)

(Street)

(City)

(State)

(Zip)

(Telephone)

(Fax)

(Email)

SPECIFIC INSTRUCTIONS FOR THE PREPARATION OF THE ANNUAL REPORT OF AIR CARRIERS

1. The account numbers used herein are in accordance with the U.S. Department of Transportation's Special Programs Administration, Office of Aviation Information Management. If you are not required to file any type of balance sheet (Sch. 1 and 2) or income statement (Sch. 9) with that agency, provide copies for the past calendar year as prepared from your internal records.
2. **Schedules 4 and 5** should include all aircraft additions and disposals of aircraft for the entire year.
3. Wisconsin flight hours as shown in **Schedules 11 and 12** under column (f) must include the total time within the state boundary on all flights that stop in the state. The eastern boundary for Wisconsin is the center of Lake Michigan per Article II Wisconsin Constitution.
4. **Schedule 16**, transport revenues, lines 2 through 14, shall be assigned to Wisconsin on a ticket lift basis. Originating revenue based on ticket lifts is defined as revenue to an air carrier from the transportation of revenue passengers and revenue property first received by such carrier either as originating or connecting traffic at airports within the State of Wisconsin. Revenue is assigned to the state of Wisconsin from the point of origination in Wisconsin (a Wisconsin airport) to the passenger or property's final destination on the reporting air carrier. If transfer of the passenger or property is made to a carrier other than the originating carrier outside the state of Wisconsin, revenue is assigned to Wisconsin from the point of origination to the point of such transfer.

For passenger fares, examples of Wisconsin originating revenues follow:

- (1) Round-trip ticket from Madison, Wisconsin to Phoenix, Arizona on Longhaul Airlines, Inc., a major air carrier; cost \$500; passenger changes planes both ways in Minneapolis, Minnesota. Wisconsin originating revenue is \$250 (1/2 of \$500).
 - (2) Round-trip ticket from Minneapolis to Detroit, Michigan on Longhaul Airlines; cost \$350; passenger changes planes both ways in Milwaukee, Wisconsin. Wisconsin originating revenue is zero.
 - (3) Round-trip ticket from Minneapolis to Detroit; passenger flies Shortline Airways, a commuter carrier, from Minneapolis to Milwaukee, changing planes to Longhaul for the Milwaukee to Detroit leg; return trip mirrors this route; cost \$350; Shortline keeps \$150; Longhaul keeps \$200. Wisconsin originating revenues are \$75 (1/2 of \$150) for Shortline and \$100 (1/2 of \$200) for Longhaul.
 - (4) Round-trip ticket from Milwaukee to Miami, Florida; passenger flies Shortline from Milwaukee to Memphis, Tennessee, changing planes to Longhaul for the Memphis to Atlanta leg; return trip mirrors this route; cost \$400; Shortline keeps \$100; Longhaul keeps \$300. Wisconsin originating revenues are \$50 (1/2 of \$100) for Shortline and zero for Longhaul.
5. Transport related Revenues Schedule 16, lines 17-36, shall be **allocated** to Wisconsin based upon the following:

A/C 4808:	Prorate the subsidy over routes for which the carrier is authorized to receive subsidy payments.
A/C 4809:	Use the same method as used for Wisconsin Sales and Use Tax purposes.
A/C's 4810-4814 and 48-16-4818:	Assign revenue by sales location.
A/C 4815:	Mutual aid shall be allocated to Wisconsin based upon the last full year's ratio of Wisconsin's transport revenues to system transport revenues.

6. Revenue tons handled are defined as tons of revenue passengers and revenue cargo first received either as originating traffic or as connecting traffic in Wisconsin divided by the total everywhere. On-line connections, that is, transfers from one plane to another operated by the same carrier, are excluded. Tons are first received if originating with the subject carrier or connecting from another carrier. They are finally discharged if transferred to another carrier or put off at the final destination.

For revenue tons handled, examples of Wisconsin and total follow:

- (1) A passenger boards Longhaul Airlines for a trip from Milwaukee, Wisconsin to Atlanta, Georgia, changing planes on Longhaul at Chicago, Illinois. The weight is included once in the numerator of the tonnage factor as first received in Wisconsin and twice in the denominator (for the numerator plus final discharge in Georgia).
- (2) A passenger flies the same route as in (1), but the Milwaukee to Chicago leg is on Shortline Airways and the Chicago to Atlanta portion is on Longhaul. Shortline has first received the passenger in Wisconsin, so the weight goes into Shortline's numerator. Shortline has finally discharged the passenger to Longhaul in Chicago, so its reporting is identical to Longhaul's in example (1). Longhaul reports nothing in the Wisconsin numerator, but the Illinois first received passenger and the Georgia finally discharged passenger are part of its denominator.
- (3) Ticketed exclusively by Longhaul Airlines, a passenger has multiple destinations upon departing Milwaukee. The circumstances are the same as example (1), however, the passenger stays a week in Atlanta, flying then to Houston, Texas for another week, then returning to Milwaukee. The times counted in numerator and denominator would be as follows:

	Wisconsin (Numerator)	Total (Denominator)
Milwaukee – Chicago	1	1
Chicago – Atlanta	0	1
Atlanta – Houston	0	2
Houston – Chicago	0	1
Chicago – Milwaukee	<u>1</u>	<u>1</u>
Total Count	<u>2</u>	<u>6</u>

Note the on-line connections at Chicago were excluded from both numerator and denominator, since the passenger was finally discharged in Atlanta. Likewise, the same methodology was used when the passenger was finally discharged at Milwaukee.

7. **Submit a copy of the annual report to stockholders for the latest calendar year and the latest annual report filed with the S.E.C.** If the airline has not filed these reports, submit the reports of the parent organization. If neither the company's stock, nor that of its parent, is publicly-traded, indicate that fact on Schedule 7.
8. Provide a statement of rent expense deducted (on leases **not** capitalized pursuant to F.A.S.B. Statement #13), if not listed on Schedule 6.
9. Submit a copy of your latest system timetable.

10. Under authority of Section 76.07(5)(b) of the Wisconsin Statutes, Wis. Admin. Code Section Tax 6.50 enumerates many factors we must consider in forming our opinion of the fair market value for the operating property of air carrier companies. Accordingly, please provide us the following information, where applicable to your company:
- a. A copy of the latest Form 10-K or latest annual report filed with the Securities and Exchange Commission, together with the annual report to the shareholders.
 - b. A copy of any written offer to purchase your airline, segment, holding company, or division thereof within the past year. Include any offer to purchase controlling interest in the stock of either your company or your parent company.
 - c. Any appraisal or valuation report of your airline, segment, or division thereof that was prepared within the past five years.
 - d. Your projections of net operating revenue for each of the next five years including both total operating revenues and expenses.
 - e. A listing of any assets which were written down or written off in the past year, describing the nature and dollar amount of each.
11. If applicable, please include a copy of Form 4I to the OAIM at December 31 of last year.

Note that all applicable information in the annual report is required by sec. 76.04, Wis. Stats. If you refuse or neglect to report the information requested above, your company shall be estopped to question that value as determined by the Department of Revenue pursuant to sec. 76.05, Wis. Stats. Section 76.30, Wis. Stats., provides for confidentiality of this form and any other information filed by your company.

SCHEDULE 1 – COMPARATIVE GENERAL BALANCE SHEET – ASSETS

5

Bal. at beginning of year (a)		Acct.	Item (b)	Bal. at close of year (c)
	\$		Current Assets:	\$
1		1010	Cash	
2		1100	Short-term investments	
3		1200	Notes receivable	
4		1270	Accounts receivable	
5		1280	Net investment in direct financing and sales-type leases – current	
6		1290	Less: Allowance for uncollectible accounts	
7		1299	Notes and accounts receivable – net	
8		1300	Spare parts and supplies	
9		1311	Less: Allowance for obsolescence	
10		1399	Spare parts and supplies – net	
11		1410	Prepaid items	
12		1420	Other current assets	
13		1499	Total current assets	
14				
15			Investments and Special Funds:	
16		1510	Investments in associated companies	
17		1510.1	Investments in investor controlled companies	
18		1510.2	Investments in other associated companies	
19		1520	Advances to associated companies	
20		1530	Other investments and receivables	
21		1550	Special funds	
22		1570	Investment in leveraged leases	
23		1580	Net investment in direct financing and sales-type leases – noncurrent . .	
24		1599	Total investments and special funds	
25				
26			Operating Property and Equipment:	
27		1609	Flight equipment	
28		1649	Ground property and equipment	
29		1668	Less: Allowances for depreciation	
30		1675	Property and equipment – net	
31		1679	Land	
32		1685	Equipment purchase deposits and advance payments	
33		1689	Construction work in progress	
34		1695	Leased property under capital leases	
35		1696	Leased property under capital leases – accumulated amortization	
36		1699	Total operating property and equipment	
37				
38		1791	Non-operating Property and Equipment:	
39		1792	Less: Allowance for depreciation	
40		1795	Leased property under capital leases	
41		1796	Leased property under capital leases – accumulated amortization	
42		1797	Property on operating-type lease to others and property held for lease .	
43		1798	Property on operating-type lease to others and property held for lease –	
44			accumulated depreciation	
45		1799	Nonoperating property and equipment	
46				
47			Other Assets:	
48		1820	Long-term payments	
49		1830	Unamortized developmental and preoperating costs	
50		1840	Unamortized debt expense	
51		1870	Property acquisition adjustment	
52		1880	Intangible assets	
53		1890	Other assets	
54		1895	Total other assets	
55				
56		1899	Total Assets	

SCHEDULE 2 – COMPARATIVE GENERAL BALANCE SHEET – LIABILITIES & EQUITY

Bal. at beginning of year (a)		Acct.	Item (b)	Bal. at close of year (c)
	\$		Current Liabilities:	\$
1		2000	Current maturities of long-term debt	
2		2005	Notes payable – banks	
3		2015	Notes payable – others	
4		2021	Trade accounts payable	
5		2025	Accounts payable – others	
6		2080	Current obligations under capital leases	
7		2110	Accrued salaries, wages	
8		2120	Accrued vacation liability	
9		2125	Accrued interest	
10		2130	Accrued taxes	
11		2140	Dividends declared	
12		2160	Air traffic liability	
13		2190	Other current liabilities	
14		2199	Total current liabilities	
15				
16			Noncurrent Liabilities:	
17		2210	Long-term debt	
18		2240	Advances from associated companies	
19		2250	Pension liability	
20		2260	Stock purchase plan liability	
21		2280	Noncurrent obligations under capital leases	
22		2290	Other noncurrent liabilities	
23		2299	Total noncurrent liabilities	
24				
25			Deferred Credits:	
26		2340.1	Deferred income taxes	
27		2340.2	Deferred taxes arising from leveraged leases	
28		2345	Deferred investment tax credits	
29		2390	Other deferred credits	
30		2399	Total deferred credits	
31				
32			Commitments and Contingent Liabilities:	
33				
34			Stockholders' Equity:	
35			Capital stock:	
36		2820	Preferred shares issued	
37		2840	Common shares issued	
38		2860	Subscribed and unissued	
39				
40		2869	Total capital stock	
41		2890	Additional capital invested	
42		2899	Total paid-in capital	
43		2900	Retained earnings	
44		2950	Net unrealized loss on noncurrent marketable equity securities	
45		2959	Total stockholders' equity	
46		2990	Less: Treasury stock	shares
47		2995	Net stockholders' equity	
48				
49		2999	Total Liabilities and Stockholders' Equity	

Notes:

SCHEDULE 3 – TANGIBLE PROPERTY AND EQUIPMENT

Asset Acct. No.	Classification of Property (a)	Cost					Reserves for Depreciation (g)	Depreciated Cost (h)	Flight Equip. Airworthiness Allowance (i)
		Beginning of Year (b)	Additions (c)	Retirements (d)	Transfers (e)	End of Year (f)			
1600	Operating Property and Equipment								
	Flight Equipment:								
01.1	Airframes	\$	\$	\$	\$	\$	\$	\$	\$
01.2	Unamortized airframe overhauls								
02.1	Aircraft engines								
02.2	Unamortized aircraft engine overhauls								
07	Improvements to leased flight equip. ..								
08	Flight equip. rotatable parts & assemblies								
08.1	Airframe parts and assemblies								
08.5	Aircraft engine parts & assemblies ..								
08.9	Other parts and assemblies								
09	Total flight equipment								
	Ground Property and Equipment								
30	Equipment								
36	Furniture, fixtures & office equipment ..								
39	Improvements to leased buildings & equip.								
40	Buildings								
49	Total ground property & equip.								
79	Land								
85	Equipment purchase deposits & advance payments								
89	Construction work in progress								
	Total operating property & equip.								
95	Leased property under capital leases ...								
1791	Non-operating Property & Equipment .								
	Total property & equipment	\$	\$	\$	\$	\$	\$	\$	\$

SCHEDULE 4 – AIRCRAFT ADDITIONS DURING _____

	Fleet Description (a)	Manufacturer's Serial Number (b)	Airplane Identifying Number (c)	Date Manufactured (d)	Date of Purchase (e)	Original Cost (f)	Depreciable Life (Years) (g)	Depreciation claimed During the Year (h)
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								
31								
32								
33								
34								
35								
36								
37								
	Total							

SCHEDULE 5 – AIRCRAFT SOLD OR RETIRED DURING _____

	Fleet Description (a)	Airplane Identifying Number (b)	Date of Purchase (c)	Depreciated Cost at Disposal (d)	Age (Years) at Disposal (e)	Selling Price (f)
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
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39						
40						
41						
42						
43						
44						
45						
46						
47						
48						
49						
50						
51						
52						
	Total					

SCHEDULE 6 – LEASE OBLIGATIONS — FLIGHT & GROUND PROPERTY

Description of Property and Name of Lessor (a)		Operating (O) or Capital (C) Lease (b)	Date Lease Began (c)	Life of Lease (d)	Rents Deducted in Current Year (e)	Amount Capitalized (Account 1695) (f)	Accumulated Amortization (Account 1696) (g)	Purchase Option Provisions (Yes or No) ⁽¹⁾ (h)
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								
31								
32								
33								
Totals (2)								

(1) Enter amount of purchase option. If none, so indicate.

(2) Total rents deducted in current year should agree with rental expense per income statement.
Total amounts capitalized and accumulated amortization should agree with Schedule 1, Lines 34 and 35 at close of year.



Important: This total should agree with
total rent expense deducted on Sch. 9
Operating Income Statement

SCHEDULE 7 – CAPITAL STOCK AND INDEBTEDNESS

Identification of Security by Maturity and Interest Rate (a)	Number of Shares (b)	Unit Price ⁽¹⁾ (c)	Market Value (d)
1. Common stock outstanding at December 31		\$	\$
2.			
3. Preferred stock outstanding at December 31			
4. Subtotal stock		\$	\$
Indebtedness	Par Value	Conversion Factor	Market Value
5.	\$		\$
6.			
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18. Non-current obligations under capital leases			
19. Subtotal debt			\$
20. Current liabilities (average beginning and end of year)			\$
21. Advances (average beginning and end of year)			
22. Subtotal current liabilities and advances			\$
23. Gross stock and debt value (Lines 4 + 19 + 22)			\$

(1) Unit price for stock is average of monthly highs and lows for the past year.

SCHEDULE 8 – NON-OPERATING INCOME AND EXPENSE — NET – 8100

Acct. No.	Item (a)	Current year (b)	Preceding Year (c)
81.1	Interest expense – long term debt	\$	\$
81.2	Interest expense – capital leases		
83.1	Imputed interest capitalized – credit		
83.2	Imputed interest deferred – debit		
83.3	Imputed interest deferred – credit		
93.4	Interest capitalized – credit		
8183	Capitalized interest	\$	\$
84.1	Amortization of discount and expense on debt		
94.2	Amortization of premium on debt		
8184	Amortization of debt discount, premium and expense	\$	\$
86.0	Income from nontransport ventures		
88.1	Intercompany transaction adjustment – credit		
88.2	Dividend income		
88.3	Net unrealized gain or loss on marketable equity securities		
88.4	Net realized gain or loss on marketable equity securities		
88.5	Capital gains and losses – operating property		
88.6	Capital gains and losses – other		
88.7	Unapplied cash discounts		
88.9	Other miscellaneous non-operating credits		
89.1	Intercompany transaction adjustment – debit		
89.9	Other miscellaneous non-operating debits		
8189	Other income and expense – net	\$	\$

SCHEDULE 9 — OPERATING INCOME STATEMENT FOR THE YEAR ENDED DECEMBER 31, 20 _____

Acct. No.	Item (a)	Current year (b)	Preceding Year (c)
	OPERATING REVENUES		
	Transport:		
3901	Passenger	\$	\$
3905.1	Mail priority		
3905.2	Mail non-priority		
3905.3	Foreign mail		
3906	Property		
3907	Charter and special		
3919	Other		
3999	Total transport revenues	\$	\$
	Transport-Related Revenues:		
4808	Public service revenue (subsidy)		
4898	Other transport-related revenues		
4899	Total transport-related revenues	\$	\$
4999	Total operating revenues	\$	\$
	OPERATING EXPENSES		
5100	Flying operations	\$	\$
	Rents deducted in current year (Sch. 6)		
5400	Maintenance		
5500	Passenger service		
6400	Aircraft and traffic servicing		
6700	Promotion and sales		
6800	General and administrative		
7000	Depreciation and amortization		
7100	Transport-related		
7199	Total operating expenses	\$	\$
7999	Operating profit or loss	\$	\$
8100	Non-operating income and expense – net		
8999	Net income before income taxes	\$	\$
9100	Income taxes for current period-provision		
9100	Income taxes for current period-deferred		
9699	Net income before extraordinary items and accounting changes	\$	\$
9796	Extraordinary items		
9797	Income taxes applicable to extraordinary items		
9799	Income before accounting changes	\$	\$
9800	Accounting changes		
9899	Net income	\$	\$

SCHEDULE 10 — DEPRECIATION AND AMORTIZATION – 7000

Acct. No.	Item (a)	Current year (b)	Preceding Year (c)
73	Obsolescence and deterioration expendable parts	\$	\$
74.1	Amortization – developmental and pre-operating expense		
74.2	Amortization – other intangibles		
75.6	Depreciation – flight equipment		
75.8	Depreciation – equipment and hangars		
75.9	Depreciation – general ground property		
76	Amortization – capital leases		
7099	Total amortization and depreciation	\$	\$

SCHEDULE 11 – NET BOOK VALUE OF EACH AIRCRAFT FLEET OWNED

Enter for each fleet type, the cost from Schedule 3, for Accounts 1601, 1602, and 1607, when applicable.		No. in Fleet (b)	On Hand December 31		System Hours	Wisconsin Hours
			Cost (c)	Depreciated Cost (d)	Flight (e)	Flight (f)
Description (a)						
1			\$	\$		
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
24						
25						
26	Total Owned		\$	\$		

NOTE: If fleet information is summarized on Schedules 11 and 12, please attach an itemized listing of all aircraft with

- date of manufacture,
- manufacturer's serial number,
- date of purchase,
- original cost, and
- depreciated cost.

SCHEDULE 12 – NET BOOK VALUE OF EACH AIRCRAFT FLEET LEASED⁽¹⁾ (Use original cost to lessor – Compute depreciated cost as it would be if lessee owned the aircraft)

27			\$	\$		
28						
29						
30						
31						
32						
33						
34						
35						
36	Total Leased		\$	\$		

(1) Include property under capital leases and operating leases.

SCHEDULE 13 — INTERSTATE APPORTIONMENT DATA: TANGIBLE PROPERTY

MIGRATORY PROPERTY, OWNED AND LEASED (From Schedules 11 and 12)			SYSTEM TOTAL (d) (col. b + col. c, this schedule)	WISC. RATIO (e) See Note Below*	WISCONSIN (f) (col. d x col. e, this schedule)
FLEET TYPE (a) (from col. a, Sch. 11&12)	OWNED (b) (from col. d, Sch. 11)	LEASED (c) (from col. d, Sch. 12)			
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20	Subtotal				
NON-MIGRATORY PROPERTY – OWNED					
21	1609 Flight equipment (Sch. 3) not included above				
22	Less: Allow. for depreciation				
23	Net flight equipment & assemblies				
24	1649 Ground property and equipment				
25	Less: Allow. for depreciation				
26	Net ground property and equipment				
27	1300 Spare parts and supplies				
28	1311 Less allow. for obsol. spare parts/supplies – net				
29	1399 Spare parts and supplies – net				
30	1679 Land				
31	1689 Construction work in progress				
32	Other (specify)				
33	Subtotal (Lines 23 + 26 + 29 + 30 + 31 + 32)			Sch. 14	
NON-MIGRATORY PROPERTY – LEASED ⁽¹⁾					
	Description	Original Cost	Depreciated Cost		Depreciated Cost
34					
35					
36					
37					
38					
39					
40					
41					
42					
43					
44					
45					
46	Subtotal			Sch. 14	
47	TOTAL TANGIBLE PROPERTY (Lines 20 + 33 + 46)				

(1) Include leased property under capital lease and leased property under operating leases.

* Wisconsin Ratio is the combined Wisconsin hours of owned and leased aircraft divided by combined system hours of owned and leased aircraft for each fleet type.

$$\text{Wisconsin Ratio} = \frac{\text{col. f, Sch. 11 plus col. f, Sch. 12}}{\text{col. e, Sch. 11 plus col. e, Sch. 12}}$$

SCHEDULE 14 – OWNED AND LEASED PROPERTY WITH SITUS IN WISCONSIN

Description of Property (List by municipality in which property is located)		Original Cost (a)	Reserve for Depreciation (b)	Net Cost (c)
Owned				
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29	Subtotal to Schedule 13, line 33, col. (f)			
Leased				
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25	Subtotal to Schedule 13, line 46, col. (f)			
	TOTAL			

*Example: Copiers, word processors, satellite dishes, etc. not reported on Schedule 14.

SCHEDULE 16 – INTERSTATE APPORTIONMENT DATA – REVENUE & TONNAGE

Originating Revenue (See Specific Instructions for Ticket Lifts on Page 2)			System (a)	Wisconsin (b)	% Wisc. (c)
1	TRANSPORT REVENUES				
2	3901.1	Passenger – first class	\$	\$	%
3	3901.2	Passenger – coach			
4	3905.1	U.S. mail – priority			
5	3905.2	U.S. mail – nonpriority			
6	3905.3	Foreign mail			
7					
8	3906.1	Property – express			
9	3906.2	Property – freight			
10	3906.3	Property – excess passenger baggage			
11	3907.1	Charter and special – passenger			
12	3907.2	Charter and special – property			
13	3919.1	Reservation cancellation fees			
14	3919.9	Miscellaneous operating revenues			
15	3999	Subtotal – Transport Revenues	\$	\$	%
16	TRANSPORT-RELATED REVENUES				
17	4808	Public service revenue (subsidy)	\$	\$	%
18	4809	In-flight sales			
19		Liquor and food			
20		Movies and stereo			
21		Other			
22	4810	Restaurant and food service (ground)			
23	4811	Rents			
24	4812	Limousine service			
25	4813	Interchange sales			
26		Associated companies			
27		Outside			
28	4814	General service sales			
29		Associated companies			
30		Outside			
31	4815	Mutual aid			
32		Receipts			
33		Payments			
34	4816	Substitute (replacement service)			
35	4817	Air cargo service			
36	4818	Other transport-related			
37	4899	Subtotal – Transport-related Revenues	\$	\$	%
38					
39	TOTAL ORIGINATING REVENUE*		\$	\$	%
40					
41	ORIGINATING AND TERMINATING TONNAGE				
42	3901	Passenger			
43	3902	U.S. mail			
44	3903	Foreign mail			
45	3906	Property			
46	3919	Other operating revenues			
47					
48	TOTAL ORIGINATING AND TERMINATING TONNAGE				%

* If system total at line 39 above does not agree with sum of accounts 3999 and 4899 of Schedule 9, explain and reconcile.

NOTE: Only revenue which may logically be apportioned should be included in the system column above.
See instructions on page 2.

SCHEDULE 17 – APPORTIONMENT TO WISCONSIN

	Source	Wisconsin	System	% to Wis.	Weight	Wtd. % to Wis.
Originating Revenues (000)	Sch. 16	\$	÷ \$	=	%	÷ 3 =
Originating & Terminating Tonnage	Sch. 16		÷	=	%	÷ 3 =
Tangible Property (000)	Sch. 13	\$	÷ \$	=	%	÷ 3 =

TOTAL PERCENT TO WISCONSIN _____ %
(Sum of weighted percentages)

IMPORTANT: ATTACH A COPY OF THE LATEST ANNUAL REPORT TO SHAREHOLDERS (AIRLINE, PARENT OR HOLDING COMPANY) AND SYSTEM TIMETABLE.

Wisconsin Licensed Motor Vehicles (Per Section 70.112(5), Wis. Stats.)

No. of Units	Description	Location	Net Book Value
TOTAL Licensed Motor Vehicles Located in Wisconsin			

Wisconsin Computers (Per Section 70.11(39), Wis. Stats.)[illegible]

SCHEDULE 18 – WISCONSIN EXEMPT PROPERTY (Cont'd.)
(Per Section 76.025, Wisconsin Statutes)

Wisconsin Treatment Plant and Pollution Abatement Equipment (Per Section 70.11(21)(1), Wis. Stats.)

Description	Location	Net Book Value
TOTAL Treatment Plant and Pollution Abatement Equipment Located in Wisconsin		